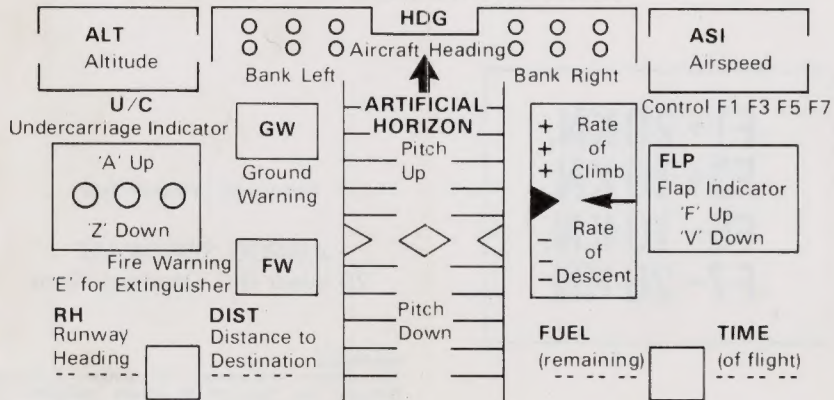
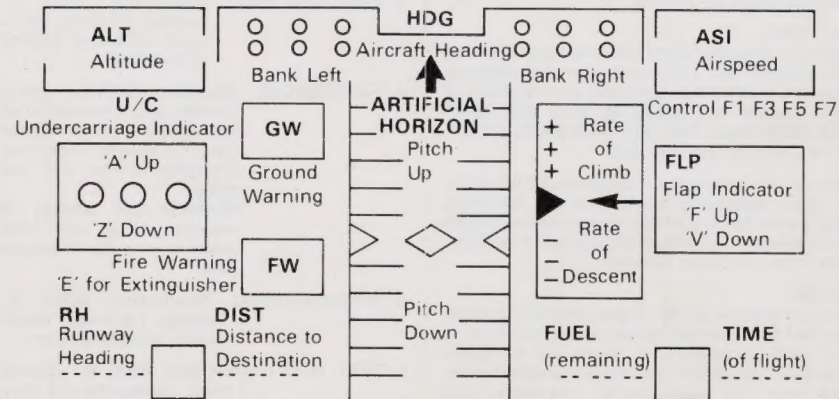


APPROACH HIGH/LOW INDICATOR



APPROACH HIGH/LOW INDICATOR



## FLIGHT PATH 737

As the pilot of this high performance jet airliner you must take off from an airfield surrounded by high mountains and having climbed your aircraft safely over them, prepare yourself and the jet for a landing at an airfield in the valleys below.

When you first run this program you will be shown the Pilot's notes about the aircraft's performance. Study these for as long as you like, noting the stalling speed, taxi and take-off speeds, and all the controls.

When you're ready you will be asked to select a level of flying experience ranging from First Solo to Test Pilot. Start with the First Solo where the mountain range is not very high, and where you will not receive engine engine fires, crosswinds or other hazards, and where the aircraft can accept a fairly heavy landing.

### TAXI FOR TAKE OFF

Press F1 and you will start to taxi at 20 knots.

Note the runway heading (RH) and turn the aircraft to line up on the runway, which will then be in front of the cockpit window. Put the FLAPS DOWN for take-off, and increase speed to at least 180 knots but not more than 200 knots because the flaps will be damaged.

### TAKE OFF AND CLIMB

Pull the joystick back and the jet will take-off. Once you are above 300 ft., you may retract the undercarriage (A) and flaps (F). When you raise the undercarriage on an aircraft, the speed will increase by 5 knots, so you must be careful at this phase not to exceed the maximum flap down speed (200k).

Remember that with the flap up, there is a new (higher) stalling speed (180k), so do not let the aircraft come below this in flight or you will stall.

### CLIMB

Having raised the undercarriage and flap, you may increase speed and climb to at least the height of the mountains shown in the level selected earlier. A red high Ground Warning light will flash as you approach the mountains, and will go steady red when you are safely above them. When this light goes out you are clear to descend for landing.

### CRUISE

During your short cruise over the mountains, the Runway Heading will flash telling you the new runway heading for landing. (Its different every flight - so beware).

### DESCENT

With the ground warning light out, at 25 miles to touchdown, push the joystick forward, to descend toward the runway.

The speed will increase as you dive so keep this under control.

### APPROACH TO LAND

At 10 miles to touchdown a light will appear on the runway. If this light is white, you are high for landing, if red you are too low, and if green, you are about right.

You must have the flaps and undercarriage down above 300 ft., again observing the maximum and minimum speeds for their operation.

Don't forget the lowering the undercarriage reduces speed by 5 knots.

### LANDING

Keep the speed between 160 (stalling speed with flaps down) and 170K and when the distance shows 0 (not before), bring the aircraft down to zero altitude. AS SOON AS YOU SEE ZERO ALTITUDE, PULL THE JOYSTICK BACK TO FLY LEVEL and you have landed.

Press R for reverse thrust and press F7 rapidly to bring the speed back to less than 20k. You must stop before the end of the runway whose length (indicated by minus distance) you will have been told in the skill level selection.

### SCORE

If you make any errors in your aircraft handling you will be told exactly where you went wrong. If you land successfully, a score will be given, together with advice on whether to proceed to the next level. The faster you fly - the higher your score.

### FUEL

You will always have just enough fuel for one attempt at landing on each flight.

### SKILL LEVELS

1. FIRST SOLO Mountains 5000 ft., landing 3 miles.
2. STUNT PILOT Mountains 6000ft., runway 3 miles, and an engine fire at any stage. Press 'E' for extinguisher, before you lose too much power.
3. PART-TIME PILOT Mountains 7000 ft., runway 2.5 miles, and a much smoother landing is required.
4. EXPERIENCED Mountains 8000 ft., runway 2 miles, and a crosswind on final approach. Watch out for your aircraft heading changing in the last few miles.  
REVERSE on landing is essential from this level onwards in order to stop in time.
5. PROFESSIONAL Mountains 9000 ft., runway 1.8 miles, crosswinds, engine fires etc.
6. TEST PILOT Mountains 9200 ft., runway 1.5 miles, crosswinds and fires.

### NOTES

The higher the level you select, the quicker you must climb the aircraft from the moment of lift-off. Use the Rate of Climb indicator and the best climb speed (420k) to clear the mountains and keep you wits about you. The secret of successful flying is to think ahead. STAY CALM AND YOU WILL LIVE TO FLY AGAIN.

**F1+ 20 KN.  
F3+ 10 KN.  
F5- 10 KN.  
F7- 20 KN.**

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